LIVE WASHINGTON TOPICS. MORE DEBATE ON THE FISHERIES TREATY IN THE SENATE.

The Vote on the Motion to Postpone the Con-sideration of the Trenty Until December Pending - the Republican Tariff Bill Nearly Completed-Senator Sone Searly Turns a Somersault in the Chamber.

WASHINGTON, Aug. 13 .- Senator Call of Florida opened the debate on the fisheries treaty to-day in open executive session with a speech in favor of ratification. He urged that contention of Mr. Sherman that the great bays on the Canadian coast were high seas and public property would apply to the open sea fisheries of Fiorida between Key West and the mainland, and to the consts of Alaska and the Northwest, and would amount to a surrender of territorial possession and jurisdiction over all that vast line. To his mind a treaty which asserted the jurisdictional power and exclusive right over those waters was to be commended as establishing a principle far more important than the enjoyment of the inshore fisheries of the Gulf of St. Lawrence. He declared the right of a nation to the exclusive jurisdiction of the waters on its coasts, and in bays and straits within its boundaries,

as a matter of public law.
At the close of Mr. Call's speech the presiding officer (Mr. Cockrell in the chair) announced the question to be on Mr. Morgan's motion to postpone the consideration of the treaty until December next, and asked whether the Senate was ready for the question.

Mr. Hoar-On that motion I call for the yeas and nays.

Mr. Gray of Delaware said that, before the vote was taken, he desired to say something on the motion. It had become evident, from various outgivings on the Republican side of the chamber, that the treaty was not to be ratified at this session, but was to be rejected at once and without delay. No special reason for that had been given, but there were reasons for it which lay on the surface and were easily read. The treaty was being discussed in the very midst of an excited political campaign, and Democratic Senators had been told that they were arguing the British side of the case. Why, he asked, should not the consideration of the treaty be postponed to a more

case. Why, he asked, should not the consideration of the treaty be postponed to a more quiet season? Why should not those influences that come from the sober second thought, and from the absence of extraneous influences and excitements be invoked? The Issues involved in the debate were too momentous, and the consequences that might arise were too serious and rave to be lightly dealt with. No interest involved could possibly be affected injuriously by the proposed postponement. The fishermen whose rights were the subject matter of the treaty were pursuing their avocations unmolested and undisturbed under the protocol attached to the treaty. The burden was on those who denied that the postponement should be made, to give some good, strong, and broad reason for their opposition.

Mr. Gray then criticised a letter purporting to be from Mr. Charies Levi Woodbury, on the subject of the twelith article of the treaty, as giving away the rights of the States to control their territorial waters, and spoke of it as an absolutely fatuous argument, as unlawyer-like and nonsensical. Congress could not, Mr. Gray declared, divest the State of Maryland of its jurisdiction over Chesapeake Bay, nor could it divest the States of Delaware and New Jersey of their jurisdiction over Delaware Bay; and he did not believe that Mr. Woodbury ever risked his professional reputation, a high one, by such an argument. He (Mr. Gray) asserted that the claim of Canada to jurisdiction over rise bays, all of them, was as complete and as absolute as the claim of the State of Maryland to jurisdiction over Delaware Bay, or as the claim of the State of Maryland to jurisdiction over thesapeake Bay, or as the claim of the state of the state otherwise unless the position was taken, which no honorable man would take, that American fishermen had a right to eater the Canadian days on account of their public character, and that at the same time Canadian lishermen had ho such right in American bays on account of their public character, and that at the same tim

which had been sneeringly spoken of by Republican Senators as weak in population and resources, a rule which the United States would never submit to if sought to be applied to itself. The pending treaty came to the Senate sear-marked with the justice and magnanimity which should belong to a great people. It surrendered nothing which belonged to the United States, and it asked nothing which a ground and free people should not ask from those with whom it was brought into relations.

As to the taunt that Democratic Senators were arguing the case of Great Britain, Mr. Gray said that no taunt was so irritating as that to a Democratic Senators were arguing the case of Great Britain, Mr. Gray said that no taunt was so irritaining as that to a Democratic Senators were enverything that concerned the country's right and honor. Democratic Senators were encentering in this matter to give it such a position and such a status that they could stand upon it and call for the opinion of all mankind to instity the rectified of their motives. In doing this they were not triffing or bartering oritrafficking, but they meant business. When that sort of negotiation and that sort of appeal should fail he knew that the country felt saic in the hands of a Democratic Admiristrations had never sacrificed the honor of the country, or done anything that could be characterized as a surrender, in the islintest possible degree, of its rights.

The discussion was then adjourned until to-view for marking the whole the country for the motives. The sacre in the hands of a Democratic Admiristrations had never sacrificed the honor of the country, or done anything that could be characterized as a surrender, in the islantest possible degree, of its rights.

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The Senate to-day adopted Mr. Edmunds's resolution calling on the Attorney-General for

resolution caning on the Attorner-General re-copies of correspondence between the Depart-ment of Justice and the Supervisor of Elec-tions in the city of New York on the subject of registration and election. Sugar and lumber seem to be the most troublesome articles to be arranged in the Republican tariff bill which the Senate Committee ing. The committee sat with locked doors today, the weather having become so cool that it was not necessary to have them, as they have was not necessary to have them, as they have been for the past few weeks, thrown open. It is understood that it has finally been determined to make a cut of flity per cent. In the lumber schedule. This concession to the demands of the Western Senators was obstinutely resisted by Senator Hiscock in the committee and meets with the hearty disapproval of the Senators from Maine. Michigan, Wisconsin, and other States, and they will at once bring arguments to bear upon the committee to prevent them from carrying out their present determination. The committee have not yet come to any conclusion with regard to the sugar schedule, and there is such a great difference of opinion about it that it is impossible to say what will eventually be done. A radical reduction will be made, that much its certain; but whether it will be 50 or 40 per cent, the members of the committee themselves don't knew. The ordinion is growing about the Capitol that the Republicans will not pass a bill, but simply report one and adjourn. It is somewhat significant, however, that the Democratiseem to be more senerally inclined to this belief than the Republicans are. In fact, the Republican members of the Finance Committee and other leaders persist in the emphatic declaration that a bill will be reported, fully and freely discussed and passed, even if adjournment should not come until the middle of October, or it no real adjournment of this seasion is had at all. Very little time will clarse between the reporting of the bill to the full Finance Committee and its presentation to the Senate. Neither step will be taken until all the Republicans are satisfied with the bill. There is now very little work remnining to be done upon it. The bearing of testimony has been concluded, two delevations being present to-day, and as soon as a few finishing to be done upon it, and the ordinative will be gin.

The rumors of the retirement of Pension Commissioner John C Black access to be a concluded. The ordination of the pall can be declaration.

The rumors of the retirement of Pension Commissioner John C. Black appear to be utterly without foundation. They were evidently started by Republican campaign politicians, with a view of creating a bitterness in the ranks the Grand Army against the President. The Republicans are paying especial attention to the Grand Army, but they find little comfort in the late pension vetoes. The Democratic m he late pension vetoes. The Democratic retorans are aroused. They know that more old soldiers are new in Government employ than were employed under the last Republican Admir istration. Gen. Black is deservedly popular in Grand Army circles. His services in the Pension Office are properly appreciated, and there is no fear of his retirement. He will make several ringing campaign speeches this fail in the rivotal states. His efficiency as an orator is as unquestioned as his popularity among the old soldiers.

Secretary Whitney has approved the findings and sentence of the court murist to the case of Lieut, Hears C. Souefer, secently convicted of ansence from duty without loave. The sentence is that he be suspended from rank and duty for six months, and will so suspended to retain his present number on the list of Lieutenants, and to receive only the furlough pay of his grade. The Secretary has also approved

the sentence of suspension for one year imposed in the case of Eoatswaln James Farrell, convicted of scandalous conduct.

Mr. Thomas of Illinois, a member of the House Committee on Naval Affairs, has prepared an original design for a war vessel pared an original design for a war vessel, which will be laid before the committee. The vessel is to be known as a pneumatic dynamite monitor. The design province for a vessel of a little over 1,000 tons but then, built on the monitor principle, with water ballast so arranged as to admit of the vessel's being sunk, when ready for action, to a point which will just expose the turret. In ordinary cruising the balast can be discharged and the ship lightened so as to be entirely seawouthy. A submaine gun in the bow, a dynamite pneumatic gun projecting above the stem, and a twelve-inch mortar mounted in an elevated place toward the stern are features of the design. The estimated cost of the vessel is \$1.500,000.

The House Committee on Pensions to-day directed a favorable report upon a substitute for Representative Buchanan's bill to reasion for Representative Buchanan's bill to jension members of the life-saving service disabled in the line of duty. The substitute provides that in the allowance of pensions superintendents shall be held to be equivalent to Cautains in the navy, keepers to ensigns, and members of the crew to seamen in the navy. Provision is also made for the allowance of pensions to the widow or child under 16 years of any member of the life-saving service who dies from injury received or disease contracted in the actual discharge of duty. In the House to-day, Mr. Buchanan of New

Jersey offered a resolution directing the Com-mittee on Printing to investigate the truth of

mittee on Printing to investigate the truth of
the allegation of a New York paper that the
Public Printer is buying left for printing in
England. Referred.
On motion of Mr. Matson of Indiana, the Senate bill was passed increasing to \$50 a month
the rate of pension for total deafness.
Mr. Warner of Missouri asked unanimous
consent for the immediate consideration of the
Dependent Pension bill, but Mr. Walker of
Missouri objected.
The House then, on motion of Mr. Sayers of
Texas, went into Committee of the Whole on
the Fortification Appropriation bill. No time
was consumed in general debate, and the committee immediately proceeded to the consideration of the bill by sections.
Mr. Townshend of Illim is raised a point of
order against the section providing for a gun
factory at Watervillet Arsenal, concluding that
the Committee on Appropriations and no jurisdiction over this subject, but that it belonged
to the Committee on Military Affairs.
The point of order was combatted by Mr.
Sayers, Mr. Butterworth of Onio, and Mr. Ryan
of Kansas, while Mossrs, Maish of Pennsylvania, Hooker of Mississippi, and Laird of Nebraska contended that it was well taken.
Pending a decision, the committee rose and
the House adjourned.

It was expected that the President would

It was expected that the President would issue an order to-day placing Major-Gen. Scho-field in command of the army, but he did not come into the city to-day, and the Secretary of War was therefore unable to confer with him on the subject. There seems to be no doubt, however, in army circles that Gen. Schofield will receive the command, and that he will for the present also continue in command of the Division of the Atlantic. The matter will probably be disposed of at the Cabinet meeting

Mrs. Gen. Sheridan is stopping with her father, Gen. Rucker, and will not return to Nonquitt before the end of the week.

father, Gen. Rucker, and will not return to Nonquitt before the end of the week.

BALDWIN'S HUSHED STATEMENT.

**Be Says He Burned Miller's Satchel, Fearing to Keep II, Though Innocent

**Frederick Baldwin, who was accused of murdering Edward L. Miller, a theological student, at Westfield, N. J., and locked up after the had given testimony at the Coroner's inquest a few days ago, was not allowed by his counsel to tell when on the stand his whole story. He started one of his points with the words: "Two days after the body was found I—" and there his lawyer ordered him to stop. It turns out now that he was going to say that at that time—two days after the body is ay that at that time—two days after the body in the say that at that time—two days after the body in the say that at that time—two days after the body is ay that at that time—two days after the body is ay that at that time—two days after the body is ay that at that time—two days after the body is ay that at that time—two days after the body is ay that at that time—two days after the body is ay that at that time—two days after the body is ay that at that time—two days after the body is ay that at that time—two days after the body is ay that at that time—two days after the body is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is a list of the wounded will die. The following is list of the wounded will die. The following is list was found-he destroyed Miller's eatchel by burning it, and had reasons for doing so. He had told this to some men in Westfield before the inquest was over. When they found he had not been allowed to make a statement they decided to do it themselves, so they got

THEY GOT MARRIED, ANTHON. The Mother Got Up a Chase to Stop It, but

the Youngsters Won. Miss Effie J. Bockover, the 23-year-old daughter of Edward J. Bockover of 373 Vanderbilt avenue. Brooklyn, was married on Wednesday last to Mr. E. Tise, the son of a wealthy poultry dealer of Jersey City, under rather exciting circumstances. The couple had been engaged for some time, but their on Finance are so busily but so slowly prepar- marriage had been frequently postponed at the request of Mrs. Bockover. Effic finally resolved that there should be no more delays, and made arrangements with Mr. Tise to get married on Wednesday. She slipped out of the house quietly and went to the house of a friend in Carlton avenue, where she had arranged for her lover to meet her. From some discoveries made in her room her mother concluded that she had gone off to get married, and sent her son out with instructions to intercept her, if possible, and stop the ceremonies.

Young Mr. Bockover hurried to the dock at the foot of Fulton street, and reached it just in time to see Mr. Tise drive off the Annex bout in a carriage with a friend. Mr. Tise did not wait to greet his intended brother-in-law, but was driven rapidly to the bouse in Carlton avenue where Miss Bockover was anxiously awaiting him. Knowing that the brother was on their track, Miss Bockover and Mr. Tise were rapidly driven to the house of the Rev. Henry Roissy, paster of the Hanson place church, and married. They then started on their wedding tour, and on reaching Magara Falls, the bride sent a despatch to her mother. been for the past few weeks, thrown open. It | Wednesday. She slipped out of the house

Browned Of Booth Bay.

BOOTH BAY, Me., Aug. 3 .- Frank E. Upham of Boston, a guest at the Chace House, Squirrel Island, was drowned on Saturday off Pumpkin Island. Mr. Upham and Frank J. Thrasher, his cousin, were spending their vacation on Squirrel Island. They left there on Saturday noon for a cruise among the Islands. When about a mile from Pumpkin Island they attempted to relieve the boat of unnecessary ballast by throwing a large rock overboard. The boat was capsized and the occupants thrown into the water. Thrasher was an excellent swimmer, but Upham was not, and fright made him absolutely heipiess. With Thrasher's assistance he got on the bottom of the overturned boat. Thrasher swimming alongside and towing the boat into the breakers off Pumpkin Island. Here Thrasher got ashoreon the rocks, dragging the boat with him. More than once he got his exhausted companion through the breakers to the rocks, and each time the sea carried his friend away. At last, after wonderful effort, when he got the body teyond the breakers, he found that life was extinct. Thrasher was alone on the barren Island with his dend commander, The teet and kinden up and disappeared, and he penniced until daylight the next morning when he swam to the next island for assistance. Boats were secured and the body was carried to lisoth Bay. Thrasher exhibited wonderful courage and devotion in his endeavor to save his friend's life. for a cruise among the Islands. When about a

One Works Sme is to be Abated. President B. M. C. Graham and Secretary Emile Cufer of the Equitable Gas Light Company, at Forty second street and Pirst avenue, were summoned before the Board of Health yesterday on account of the obnoxious coors from vapors emanating from the campuny's parifying works. They were tool that all the gas of injury a ware to be taken as that work the control of the cont

instead of venti and fresident transit sold that his company was willing to spend \$50, 411 if necessary, to make the proper impr venents Mr. Witkenson their chemies, was out of town, bu would be back in ten days, he said, when he would confer with themist Martin. Whatever they agreed upon the company would do.

WRECK ON THE ERIE ROAD. THIRTY-FIFE PERSONS INJURED AND

FOURTLEN RACE HORSES KILLED. An Express (rashes late a Derniled Loco-mot ve-Gabbard's and Laugtep's Horses in the Wreck-The Famous Ects Among the Killed-Mait Storms Fatally Irjured and his S allion Scandinavian Killed.

and the Wicek-The Pamers Eele American Market Person is the Wicek-The Pamers Eele American and his 8 attent Scandinavian Killed.

Port Jervica Aug. 13.—A terrible electric storm, accompanied by a heavy downpour of of rain, raged in the Delaware River valley early this morning, and in the midst of the war of the elements one of the most serious rail-road disasters occurred on the Eric road that has been known hereabouts since the fatal Carr's Eeck disaster. At a point twenty miles west of this place, and near Shobola, Pa., at about 1:40 this morning, freight train No. 83. coming seat, struck a rock which had been loosened by the rain and had slid down upon the track. The engine of the freight train No. 83. coming seat, struck a rock which had been loosened by the rain and had slid down upon the track. The engine of the freight train was about 1:40 this morning, freight train No. 83. coming seat, struck a rock which had been loosened by the rain and had slid down upon the track. The engine of the freight train was about 1:40 this morning, freight train No. 83. coming seat, struck a rock which had been loosened by the rain and had slid down upon the track. The engine of the freight train was a rock ward track. An instant later, and before the freight train could get out a flag, the Chicago express train, heavily londed with passengers, and running at high speed, plumed into the derailed locomotive. The basenger engine was thrown down an elicity-fole embankment to the brink of the Delaware River, and was followed by an express car loaded with seventeen horses, in care of six men and by the grain and the engine of the locomotive were entirely consumed.

The uninjured pressengers and train hands running hards and the control of the foreight train was a high-priced horse.

The uninjured pressengers and train hands running hards and the contr

man from the burning wreck. Poor Alexander Newman of this town, fireman of the passenger train, was caught fast under the tank of the locomotive, and was burned into a blackened and shapeless mass. A passenger who vanily tried to rescue him was charged by him to deliver a parting farewell to his wife. As the flames reached the poor fellow the passengers turned away from a scene that they had no heart to witness.

As soon as the news of the disaster reached this place the Eric Company made up a special train, with surgeons and other needful assistance, and sent it to the scene of the disaster. The injured railroad employees, most of whom live here, were brought to their homes. The more sevenely wounded of the jassengers were also brought here and lodged at the Delaware House in care of surgeons and nurses furnished by the company. About 60 persons were in the weeked cars, of whom 35, including tailroad employees, were so seriously injured as to require surgical attendance, beveral of the wounded will die. The following is a list of the wounded passengers at the Delaware House:

C. W. Aby of San Francisco, in charge of sixteen

brules:
W. F. Lane, Jr., 41 South Elliott street, Brooklyn:
W. F. Lane, Jr., 41 South Elliott street, Brooklyn:
W. F. Lane, Jr., 41 South Elliott street, Brooklyn:
There are several slightly wounded passengers at Barryville and Shohola. Among them
Is Thomas McDonough of 277 Herkimer street,
Brooklyn: suffering from cuts and buises.
Among the train hands who are severely, and
some dangerously hurt, are the following:
Jan Bimeils, Fort Jarvis, engineer of passenger train; some dangerously hurt, are the following:
John Kinsela Port Jerrik, enginer of passenger train;
badly burned by fevaping steam
hadly burned by fevaping steam
train;
badly burned by fevaping steam
arms broken and probably raisily hurt.
Thomas Decker, Port Jervis, plumber; dangerous interna, in Indica.

terna injuries.

Conductor J. D. Brown of the passenger train went down the bank in a baggage car, escaping with severe bruises. There were three clerks in the mail car which rolled down the embankment, namely; A. C. Boynton of Elmira, and J. I. Brown and F. D. Lockwood of Hornellsville. Boynton had an ear torn off, and all three were builty shaken up and bruised. The mail car was not burned, and the mail was saved. and all three were badly shaken up and bruised. The mail car was not burned, and the real was saved.

C. W. Abs, who is at the Delaware House, dangerously hurt, is the superintendent of Fred Gebhard's stock farm in California. He had charge, with four assistants, of sixteen valuable blooded racing horses belonging to Mrs. Lily Langry and Fred Gebhard. Among the horses were Eole, Ellot, Mineral, Blanka, Certainty, Pauline, Frank St. Saveur, Orphan Boy, and others of renown in the stud and on the turf, and also Mrs. Langry's favorite saddle horse and her black andau team. Another person in the car was Mr. M. D. Storms of California, in charge of the valuable stallion Scandinavian, owned by him, When the car went down the embackment all were askep except Mr. Aby. The car rolled completely over once or more, and the roof was crushed in. Most of the horses were killed or hadly maimed by the fail. Only three escaped from the car by jumping through the broken roof as the car lay upon its side. One of these died almost immediately. Two others, a mare and St. Saveur, a two-year-old filly, escaped without serious injuries. All the rest were burned. The men imprisoned in the car were rescued only at the last moment, and with great difficulty. The value placed upon the horses by Mr. Aby is \$250,000. Mr. Storms will probably die.

Among the four stablemen in the car was C. Pul of California, who lies at Earryville, and

Storms will probably die.

Among the four stablemen in the car was C. Put of California, who lies at Earryville, and will probably die of Internal injuries received by being crushed under the horses in the wreck. The three others also at Earryville, are James Pye and Thomas Porhouse of Jerome Park, and Charles Ambrose, colored, of Middletown, all of whom are suffering from severe cuts and bruises.

MR. GEBHARD'S HARD LUCK.

A Flery End of Firry Eole and a Blow to

the Stud Farm-The Lily's Lost Horses, Mr. Gebhard decided early in the year to send his horses to his ranch in California, and on making known his wishes to build up a stud he had many offers of assistance from California horse owners. Among those with whom he had engagements was Mr. Haggin. Mr. Gebhard's plan was to make his ranch one of the most perfect breeding establishments in the world. He engaged Mr. Charles W. Aby. the son of a wealthy planter at Carlisle, Miss. to take charge of his ranch. Mr. Aby is an expert in this sort of work. He had been engaged with Mr. Harper's Nantura stud in Kentucky, and was the manager of Mr. Baldwin's Santa Anita Ranch in California when Mr. Gebhard secured his services. He is about 28 years of age. Mr. Aby had been getting the horses in condition for the journey. and it was intended to take all of them except five that were to be left at the Monmouth Park stables until later in the year. Twelve horses

stables until later in the year. Twelve horses of Mr. Gobhard's were to go, togother with a pole horse and a saddle horse belonging to Mrs. Langtry.

Among the horses it was decided to take was the big bay stallion Eole and his brether Folist a chestnut horse. They were by Eolus out of War Seng, a strain that is highly appreciated in California. Eole was loaded in 1878 and Folist in 1889. The horses won a number of races, and their career on the turf was at its height when Mr. Gebhard determined to send Eole to England in a hual for his prizes and Eole to England in a hual for his prizes and Eole to England in a hual for his prizes and big fame. But Eole had a whopping bad temper at home, and the ocean voyage seemed to make it worse. He wouldn't do anything that he was expected to do, and he was brought home again with a bad reputation. His record was not one that made him fit to rank with the cracks, but he polled many victories awas from straig horses. He first his work was in heal, when it was thought that he gave promise of becoming a great race horse. In that year he ran tweive times, and wor seven races, Among his victories was the 24-mile race for the Coney Island Cup at Sleepshead Bay on June 30, on the same track, he won the Stirrup Cup by running two miles and a forlong in 3.59. At Monmouth Fark, on July 25, he won the Navesink Handicap.

In 1884 he started in two races, and on July

Cap.
In 1884 he started in two races, and on July
29. at Monmouth Park, won the Freehold
Stakes. He ran 15 miles in 2:44%, beating
Drake Carter.
The instruce was at Jerome Park in October,
1887. In altertal time there in that year, and

the title of the first first bardicap awer petakes.

Just 11, kenmouth free handicap awer petakes.

Just 12, kenmouth free handicap awer petakes. 116

miles: 11mc 2:44.

Aug 6 varatogs. Kearney Stakes all ages, 116 miles;

time, 2:449.

Politic. Eolist was trained as a jumper, but he was a

failure. He appeared on the turf at intervals up to 1837, when he was withdrawn. Here is the pedigree of Mr. Gebhard's horses reported to have been killed.

o have been killed.

Eoia h a, 10 by Bolus-War Song.

Eoiat ch b, 20 by Eolus-War Fong.

Certainty, ch f. 3, by Spendthrift-Doubt.

Volunteer, b c, 4 by Mortemer-Ely Roota.

Her Ladyship be f, 3, by Widdle-Froite.

Minera, or f, 3, by Spendthrift-Prisah II.

Quadroon b f. 3 by Sheuman-Demaraequa.

Rosarium b g, 6 by Rooierucian-Blue Heil

Palanca, b m, ared by Lever-Florence Wallace.

A SMASH-UP IN BROOKLYN.

Three Recknway Bench Cars Smash Into a

Enpld Transit Train. There was such a terrific crash at the Long Island Railroad depot in Flatbush avenue, Brooklyn, at 3% P. M. yesterday, that the policeman on duty telephoned to the Bergen street police station for the reserves and all the available ambulances. Three cars, de-tached from the engine of a Rocksway Beach train, dashed down Atlantic avenue toward the depot on the wrong track, and struck a rapid transit train, consisting of an engine and one car, with such force that the engine, which eight-irch brick watl and other obstructions into the waiting room at the depot. The noise of the collision could be heard a block away, and as it was quickly followed by the screams of terrifled passengers and others awaiting the departure of trains at the depot, the crashing of timber, and the crumbling of brick and mortar, the policemen and other persons who had witnessed the disaster naturally supposed that many lives had been lost, and that probably several passengers in both trains and some of the people who were in the waiting room were buried in the ruins. In five minutes two ambulances, a police patrol wagon, and forty officers were in front of the depot, and behind them an excited crowd of more than a thousand persons. To the surprise and delight of the policemen it was found that the thirty passengers on the rapid transit train and the twelve passengers on the Rockaway train had all escaped almost without a scratch, and that of the forty or fifty men, women, and children in the waiting room, into which without a word of warning the engine was crusised only two were injured. The passengers on the colliding trains, as well as the people in the waiting room, were paniestricken with fright, and many of them were fairly bewildered when they reached the street.

paniestricken with fright, and many of them were fairly bewildered when they reached the street.

The accident resulted from the carelessness of Cornelius Gallagner, on duty at the nearest switch to the depot. As usual with the Rockaway trains, the engine was detached at Cumberland street, and started for the depot. The three cars then started for the depot. The three cars then started for the depot. The son as to enter the depot 200 feet to the right of the tracks reserved for the rapid transit trains, continued on the rapid transit track at a speed of eight or ten miles an hour, and dashed into the train of one car and an engine awaiting. The rapid transit engine was driven over the wooden platform at the end of the track, and through the brick wail of the waiting room there was a large news stand, and when the collision occurred Charles Bissell was behind it arranging books and papers, while in front of the news stand, and when the collision occurred Charles Bissell was behind it arranging books and papers, while in front of the news stand passengers were arranged closely together. Young Bissell had a thrilling experience and a marvellous escape. He was hurled forward by the engine a distance of twenty feet and buried in brick, mortar, and woodwork. He was dug out. No hones broken. Mrs. Br. Deal of 259 is variek street, Jersey City, got severe bruises by being hurled against the wall. She was cared for by an ambulance surgeon and taken hone in a coach.

The passenzers in the rapid transit train saved themselves by rushing to the front of the car and clinging to the open windows. All passengers in the Rockaway train were in the two last cars. Engineer August Evins and his fireman remained at their posts on the engine all through the accident.

Estironds and Brooklyn Streets.

President William Bichardson of the Atlantic Avenue Ratiroad Company, Brooklyn, is build-ing a branch road through Fifteenth street to Hamilton Ferry. Last week two of his men who were at work tearing up the street near the ferry to build a switch were arrested, not being provided with a permit from the City Works Commissioner. The matter came before Justice Massey, and briefs were submitted by Corporation Counsel Jenks and Gen. Tracy. The latter maintained that the company had obtained a charter from the Legislature, and that there was no necessity for a permit from the city authorities. Justice Missey has decided in favor of the company, bolding that the opinion of Justice Cullen of the Supreme Court in the matter of the Prospect Park and Coney Island Railroad Company arainst John Y. Mckane settles the issue raised. "I do not believe," he says. "that the general provisions of the charter, vesting the control and regulation of the use of the streets in the Common Council, were intended to confer upon that body the right to withhold or interfere with the right to lay switches, &c., where such right has been granted by special acts of the Legislature." The latter maintained that the company had

Prison Doors Tawn for Bridge Pools. John Jacobs of 130 Bayard street, who was arrested on Saturday as he was about to jump from the bridge, was yesterday senjump from the bridge, was yesterday sentenced to four months' imprisonment in the Kings county penitentiary by Justice Walsh, who said that he was going to put an end to this bridge-jumping business.

Oscar Engels, the Hockaway life saver, who was also arrested on Saturday while preparing to take the big jump, was also arraigned before Justice Walsh. He declared that be had no intention whatever of jumping, and saked for an adjournment until to-morrow, which was granted.

The Brokers Most Poot the Bill. The appeal of Samuel H. Kissam, Henry N. Whiney, and Eugene H. Washburn, comprising the banking firm of Kissam. Whitney & Co., against the verbanking firm of Kissam, Whitney & Co. against the verdict of \$147.450 rendered saxinst the firm in the United States Circuit Court in favor of Henry J. Anderson of the Aibion National Sank, was denied by Judge Wallace yesterday. The suit grew out of the defalcation of President Charles J. Warner of the First National Sank of Albion. Warner speculated through Kissam, Whitney & Co. with the bank's funds. Warner fed to Canada. Bros. var Anderson used the brokurs to recover the money. In deriving the motion to set saide the verdict Judge Wallace says that, albough it is distressing to the defendant, there is no doubt that Warner had no right to use the bank's money.

terri intendare This Buy, DUPOS ME COURT-CHAMBERS. - Nos. 6, 46, 184,

Royal Baking Fowder, Absolutely Pure, For twenty-free years the standard.—465,

DID YOU NOTICE ANYTHING?

We flad No Mayor, No Acting Mayor, No Denuty Acting Mayor. The metropolis yesterday was still without a Mayor, an acting or a deputy acting Mayor. The man elected Mayor, as the whole world knows, is Abram Stevens Hewitt, who is enjoying well-earned rest at Sharon Springs. The acting Mayor is President of the Board of Alwhether he is giving points to President Cleveland on the local situation or on his letter of

dermon George H. Forster, who has gone to Washington, and conjecture is divided as to land on the local situation or on his letter of acceptance. Vice-Prosident of the Board Daniel E. Dowling of the Fourth district is the deputy acting Blayer. He is up in the mountains, and, as some of the City Hall wiseacres think, a long way from Post Offices or telegrach offices, or he would hurry back to enjoy the distrilly of presiding as Chief Magistrate of New York. Desperthinkers say that the Vice-President has deternined that the honor could be too dearly bought, for the whole Fourth district would flock into his East Broadway salcon evenings, and think that calling him Mr. Mayor would clear the sinte.

But Sun had observers stationed all day on the bridge towers. They report that the city seems to be all right.

RAILROAD NEWS

The Lehigh Valley Ratirond Company is discarding the old bell-rope signal system on its trains and adopting the automatic steam its trains and adopting the automatic steam signal now in use on the Pennsylvania Railroad. All the Lehigh Valley trains will be fitted with the new signal in a lew days.

A movement is on foot to build a railroad from Freehold. N. J., to Searright. The Pennsylvania Railroad Company is said to be backing the enterprise.

A Rusaway Electric Car.

PITTSBURGH, Aug. 13 .- Great excitement. was caused on the South Side this afternoon by a runaway car on the St. Clair electric road. The motor became unmanageable just as the The motor became unmanageable just as the car reached the top of Mt. Oliver, and the engineer in his fright jumped off. The car, which contained four passengers, came down the mountain side with lightning velocity, but fortunately kept the rails and was not wrecked. Conductor Smythe and a young lady passenger were thrown from the platform of the car and severely, but not fatally, hurt. The others escaped injury.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange-Sales Aug. 13.

U. S. 48, c. 1076, 1276, U. S. 6a, 1908, 120 — U. S. 4a, r. 1276, 1276, U. S. 6a, 1908, 120 — U. S. 4a, r. 1276, 1276, U. S. 6a, 1907, 125 — U. S. 4a, r. 1276, 1276, U. S. 6a, 1907, 125 — U. S. 4a, c. 1276, 1276, U. S. 6a, 1908, 1274, —

8114 5 Rock 1 ex 5s. . . . 89 55 Rh. & Dnv. 5s 5 Shen, Val. wil 1 Iowa Mid. Se.... 1 Iron Mt. let. 5 Iron Mt. C. A.F... 2 St. P. & M. let con. 12 7 St. P. & Mar. M. ex 4a 1 From Mt. 42
D Jann, F. Ch. 174
1 Kan Par, D d as 1154
2 Kan, A.T. Ch. 974
2 Kan, A.T. Ch. 974
7 Kan, A.T. Ch. 974
3 L. N. A. & Ch. 181
3 L. N. A. & Ch. 181
5 Men. & Chas. 181
5 Men. 87 At Pana Mer 4a 874 170 10 80 Pairt CAM Rom 171 d as 1154 2 8t LAFk ATex 18t 19t 10 Pag 24 8t LAFk ATex 24 384 4 873 18t 175 41 18t 1125 10 Tex Pac 1st 5a 854

10 N. J. U. genl. 5a. 105 3 West Sh. 1s. 1055 5 N. T. Cent. 1str. 13536 2 Wheel's & L. E. 1st. 105 6 North No. 1st. 115 5 10036 Total sales of railway bonds (par value), \$1.975,000.

| No bank a Chair con 100 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par value), \$1.070.002 | Total sales of reliway bonds (par valu

Board room traders of the calibre of Johnes. pressed by cable advices of failer receipts at Rio, sales Board room traders of the calibre of Johnes, Kirkner, and others of less note, has been reduced to less than a corporal's guard. In fact, owing to the temporary absence of a number of the room traders the list of possible leaders appears to have entirely vanished. In view of this important elimination, the question naturally arises whether the present volume of business in the stock market does not represent quite as large a public interest in speculation as existed in days gone by, when the trading and professional element was large and helped to swell the aggregate transactions to 400,000 and 500,000 shares n day.

Although the market sold off a little during the middle of the day, the tone throughout was not otherwise than strong. London contributed largely to this latter quality, foreign dealers be-

largely to this latter quality, foreign dealers being liberal buyers of Reading. As a group, the coal stocks held the same position in the market that they did last week. They led in point of sctivity, and were exceptionally strong. Another element of strength was supplied by Oregon Transcontinental and Northern Pacific preferred. These stocks were favorably affected by reports that material progress had been made in the negotiations for an amicable adjustment of the territorial differences with its competitors which the Northern Pacific Company has fostered. No authoritative confirmation of these reports could be obtained, but in negotiations of such a delicate and complicated character diplomacy would naturally dictate a policy of reticence. Certainly the public can temporarily forego information regarding this important matter provided the negotiations can thereby be successfully concluded. As the Philadelphia interest does not seem to be a party to them, it is quite probable that the desirable degree of secreey may be observed.

In the afternoon the market gradually hardened on light transactions, and the early recession was more than recovered. Final prices were, as a rule, above those of Saturday, and the tone at the finish was confident.

Final sales compare with those of Saturday as follows: gon Transcontinental and Northern Pacific

the tone at the finish was confident.

Final sales compare with those of Saturday as follows:

Can, Southern, 545, 544, X.J. Central, 88, 8834, C.B. Av., 113, 1134, 113

year, of \$26,494.

The report of the Manhattan Elevated Railway Company to the State Railroad Commissioners shows for the quarter ending June 30 gross earnings of \$2,225,795, an increase, as compared with the corresponding quarter of last year, of \$195,749; net, \$1,080,095, an increase of \$107,801, and a surplus of \$300,940, after paying for fixed charges and dividends, against \$197,672 a year ago.

Treasury balances compare as follows:

| Bir. div | RT4 | Gold | R194 | R194 | R197 Totals \$234.422,300 \$.37.237.502 Silver malance, \$46.302.102 against \$46.358,808 Friday Deposits in national banks \$52.496,512 against \$52, 876.829 Friday.

Discount in the open market in London 2% F cent. The amount of buillon gone into the Bank of England on balance to-day is 132,000. Paris advices quote 3 F cents at 83.87%, and checks on London 25.36%.

. Live Stock Murket,

New York, Monday, Aug. 13.—Receipts of beever, 210 cay loads or 2,975 head—1.18 car loads to be soid, 60 cay loads for city slaughter-was direct, and 36 car loads for exportation. The offerings were generally satisfactory, and the frading was fairly brisk to the strong street and light frame of the second light frame of the seco

\$1.8 GeV.

Receipts of calves, 1.890. Firm for vesis at \$3687 \$6.100 lbs., atcady for grassers and buttermilk calves at \$2.25 geV.

Receipts of sheep and lambs, 11,400. Geod sheep firm and unchanged; good lambs active and higher. Sheep sold at \$3.20 geV. \$2 its \$8.1 kmbs at \$5687.25, with some of the best at \$7.374 geV. 50.

Recepts of hogs \$1,000. Steader for live begs at \$8.30 geV. 30 \$7.00 bs.

MARINE INTELLIGENCE.

Sun rises... 5 00 | Sun sets... 6 50 | Moonsets... 11 10 RIGH WATER-THIS DAT. Sandy Hook. 12 27 | Gov. Island 12 31 | Hell Gate. 2 20

Arrived-Moncar, Aug. 13. Arrived Monoar, Aug. 13,
Ss Ems. Junyet. Bremen Aug. 4,
Ss City of Columbia. Rettig. Havana.
Ss Bristo, Hoogernerff, Baraces.
Ss Benefactor, Tribon. Wilmington, N. C.
Ss Louisians, Gager, New Orleans.
Ss Nince of Totas, Williams Fernandina.
Ss Voint, Hagemann. Hoston.
Ss Glessheit, Donaidson, Yokohama.
Ship Beaconaletd, Hobinson, Boston.
Ship Beaconaletd, Hobinson, Nathanamo.
Bark Janouth, Merriam, Windson, N. S.
Bark Ginele, Bl. Gorindo, Lisbon.
Bark Flamonth, Merriam, Windson, N. S.
Bark Itadia, Terklidsen, Gloucester
For later arrivals see Joilings about Town. 1
Assuran oct.

Rs Hekla, from New York for Copenhagen, persed Christiansand Aug. 10. hristiansand, Aug. 10.
Ss City of Chicaro, from New York, at Queenstown.
Ss Spain, from New York, at Queenstown.
Ss Werra, from New York, at Southampton.

Sailed Pron Foreign Poets.
Sa Falda, from Southampton for New York.

Business Alotices. Reanedr's Hats.—Autumn DERBYS, tan, brown, black \$1.00 to \$2.50; worth \$3 to \$4; skeleton weight, bygienic ventilation. 20 Certlandt st.

DIED

BIBLE—On Monday, Aug. 13. Kate beloved wife of William J. Bible and daughter of the late Eichard Fitzgerald.

Estatives and friends of the family are respectfully invited to attend the foneral from her late residence. 8 Fitts... on Wednesday, Aug. 15, at 2 o'clock P. M. Interment in Calvary. Pitt st., on Wednesday, Aug. 15, at 2 o'clock P. M. In-terment in Calvary. SKASHER.—Suddenly, on Sunday, Aug. 12, Capt. Thomas Marston Brasher, U. S. N., in the 71st year of Thomas Marston Brasher, U. B. S., in the state of the file age. Is age. It is a state of the file of the file of the file. It is age. It is age Cotton Oil Trusts were 2.023 shares at 33.5 or 37.4, colong at 37.5. Other transactions were in Mexican National 1sts, trust certificates, \$56,000 at 396,355; Western Union collateral trust 58. \$11,000 at 96,46963; Mt. Desert Land. 1,400 at \$2.25; Cheage Gas Trust, 100 shares at 13.5; Newport News, 100 shares at 17.612, and Sutro Tunion. Levanded, 300 shares at 11,5612, and Sutro Tunion. Money on call, 1615 \$2 cent. Time loans on good collateral are quoted: Sixty days, 2625; \$2 cent. three months, 3 \$2 cent. Time loans on good collateral are quoted: Sixty days, 2625; \$2 cent. three months, 3 \$2 cent. commercial paper fairly active. The best shirled name paper selfs at 45.65 \$2 cent. and \$2.65 \$2 cent. and \$

Special Motices.

"SECURUS JUDICAT ORBIS TERRARUM."

APOLLINARIA APOLLINARIA THE QUEEN OF TABLE WATERS. The filling at the Apollinaris Spring during the year 1887 amounted to

11,894,000 BOTTLES.

Of all grocers, druggists, and mineral water dealers. BEWARE OF IMITATIONS.

TO MOTHERS.

WAS WINSLOWS SOUTHING SYRUP, for Children teething," solient the guma reduces inflammation, allays all pain and cures wind colle. To cents a bottle. LADIE-SUPPERING PROM NER VOUS affections find quick relief in PARKER'S GINGER TONIC. HINDERCORNS, the best cure for corns. 15 cents.

> Financial. OFFICE OF

THE NEW YORK MUTUAL TELEGRAPH CO., Successor to the Mutual Union Telegraph Company, 16 BROAD ST. NEW YORK CITY

To the Bondholders of the Mutual Union Telegraph Company and Stockholders of the New York Mutual Telegraph Companyı

By arrangements just perfected an exchange can be made at par of bonds of the MUTUAL UNION TELE-GRAPH COMPANY and stock of the NEW YORK MUTUAL TELEGRAPH COMPANY for collateral trust Bonds of the WESTERN UNION TELEGRAPH COM PANY, bearing five per cent, interest, payable semi-an-nually, and having fifty years to run from the 3d day of January, 1888. This exchange can be made at the office of the Mercantile Trust Company of New York, during business hours, at any time before the close of business. on the 15th of August, 1868.

At the time of the exchange interest will be paid upon the boads from May I to July 1 at the rate of six

per cent, per asnum.

Full information as to the terms of the collateral trust, and of the conditions of the exchange, can be had at the office of the Mercantile Trust Company, or by ap plication to the undersigned.

JOHN G. MOORE, President.

JOHN G. MOORE, President.

DETER F. MFYER, Auctioneer
BY ADRIAN S. MULLER & SON.

At 12:30 o'clock, at the State Exchange and Auction State State Sections.

Sundry past St. o'clock of the State Exchange and Auction State State State Sections.

Sundry past St. o'clock of State State Sections.

Sundry past St. o'clock of State State Sections.

(By o'clock of State S

Note 1890 1 share Alliance Insurance Association, \$1.000.
So shares Broadway and Seventh Avenus R. R. Co., \$100 each.
To shares Twenty-third Street R. R. Co., \$100 each.
So shares Heesth Creak R. R. Common, \$50 each.
It shares Eleveland and Pittsburgh R. R. Co., Chr. S. So. \$15,000 Oregon Pacific R. R. Co., 1st Mage. 6 per cent.

MOORE & SCHLEY,

BANKERS AND BROKERS. 26 BROAD ST., NEW YORK, Members of the New York Stock Exchange. Private wire connections with correspond-

BOSTON, PHILADELPHIA, BALTINGRY, CHICAGO WASHINGTON D. C. RICHMOND VA. Diridends and Interest.

THE WARQUETTY ROUGHTON AND CONTONACOS BATTE GABRONE TON AND TONACOS BATTE GABRONE FANT THE Beard of Directors has this day declared a semi-annual dividend of THREE GO per cent. upon the preferred sizes of this company, payable on Aug. 15, 1888, at the office of the company, The transfer bootts will be closed at Socieck I. M. on Wednesday, Aug. 4, and reopened at 10 cicel I. M. on Thureday, Aug. 14, 1888.